

# **Transport Statement**

## **Proposed Town Centre Redevelopment Hoyland**

**Resilienti**

**May 2015**

**Doc Ref: JA/15936/TS/1**

Prepared by:

Jon Addy

Checked by:

Geoff Bowman

#### Document Revision Control

| Revision | Date       | Status | Prepared By | Approved By |
|----------|------------|--------|-------------|-------------|
| A        | 15/05/2015 | Final  | JA          | GWB         |

**Riverside Studio**  
**32 The Calls**  
**Leeds**  
**LS2 7EW**

**T: 0113 887 3323**  
**F: 0161 832 5111**

**E: [info@scptransport.co.uk](mailto:info@scptransport.co.uk)**  
**W: [www.scptransport.co.uk](http://www.scptransport.co.uk)**



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION .....1

2.0 EXISTING CONDITIONS .....3

3.0 DEVELOPMENT IMPACT .....7

4.0 SUMMARY AND CONCLUSIONS .....14

APPENDICES

1 Site Location & Proposals Plan

2 Accident Plot

3 2km Isochrone

4 5km Isochrone

5 Public Transport Accessibility Plot

6 TRICS Outputs

## **1.0 INTRODUCTION**

1.1 This transport statement has been prepared on behalf of Resilienti to accompany a planning application for a redevelopment of part of Hoyland town centre in South Yorkshire. The site lies within the Barnsley Metropolitan Borough Council [BMBC] area, who act as both planning and highway authority. SCP has attempted to scope the application with BMBC, to agree the level of transport assessment required for the site. However no response has been received, and on this basis this transport statement has been produced.

1.2 The application involves the reconfiguring of three sites within the town centre:

- Site A – A former medical centre and small car park of approximately 20 spaces;
- Site B – Site of the existing Hoyland Market and a car park comprising approximately 80 spaces; and
- Site C – A Co-op supermarket plus office space in the former Hoyland town hall.

1.3 The proposals are for the redevelopment of the sites above to provide the following:

- Site A – Demolition of the former medical centre and reconfiguration of the existing parking to provide 79 spaces.
- Site B – Demolition of the current market building to be replaced by a discount food retailer. The car park will be reconfigured and will provide 75 spaces.; and
- Site C – Extension to the existing building to provide additional retail space of approximately 900sqm, construction of a new space for the market and an additional 6 kiosks each with an area of 12sqm. The upper floors of the existing town hall building are to be re-clad, but will remain as office space. The existing Co-op supermarket will also remain. Parking for 20 vehicles will be provided.

1.4 A plan showing the location of each site, and the development proposals can be found at **Appendix 1**.

### **Scope and Structure of the Report**

1.5 This report has been prepared in four chapters, including this introduction. The subsequent chapters of the report are as follows:

- Chapter 2 examines the existing highways and transport infrastructure available in the vicinity of the site along with a consideration of highway safety issues;
- Chapter 3 considers the potential impact of the site in transport and highways terms;

- Chapter 4 provides a summary and conclusions.

## **2.0 EXISTING CONDITIONS**

- 2.1 The 3 sites which form the development proposals are all located in the town centre of Hoyland. Site A is located off Duke Street which runs to the north and is bounded by buildings on the other three sides. Site B is located to the east of Market Street and is bounded by residential dwellings to the east and north, and by retail units and the Beggar and Gentleman public house to the south. Site C is sandwiched between High Street to the north and Southgate to the south, with the Hoyland Centre – a mixed use development comprising healthcare facilities and a library – located to the west.

### **Local Highway Network**

- 2.2 Much of the highway network in Hoyland town centre forms a one-way system surrounding Site C which comprises Market Street, King Street, Southgate and Milton Road. The system operates in a clockwise direction.
- 2.3 The 3 sites are all close (within 100m) of the B6097 High Street / King Street which forms the principal road in Hoyland town centre upon which the majority of retailers are located. This a typical town centre road, although operating as a one-way street from west to east. It is subject to a 20mph speed limit, footways on both sides and parking restrictions present in the form of either single or double yellow lines. This road provides access to the nearby village of Elsecar to the east and to western and southern areas of Hoyland via Southgate.
- 2.4 Market Street runs north from High St and separates Sites A and B. Market Street is another important road within the town centre with a number of retail units, a pharmacy and a post office located along it. Market Street also provides access to the northern areas of Hoyland. It is also subject to a 20mph speed limit in the vicinity of Site B, with footways on both sides and parking restrictions in the form of single yellow lines.
- 2.5 Southgate runs from east to west and completes the town centre one-way system providing access to Site C along with the adjacent Hoyland Centre.
- 2.6 West Street is a typical suburban street running from the western side of the one-way system. It runs towards the western areas of Hoyland and also forms the primary route to the motorway network at M1 junction 36.
- 2.7 Milton Road is a wide, suburban road running from the south of the town centre. It has wide footways with verges and is subject to a 30mph speed limit except for a short section where it approaches the one-way system. It is generally fronted by residential properties.

---

## Accidents

- 2.8 A desktop study of reported injury accidents has been undertaken to establish the safety record of the surrounding highway.
- 2.9 Data has been obtained for the last 3 available years from the CrashMap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)). CrashMap uses data held by police relating to road traffic accidents where an injury occurred. The data is approved by the National Statistics Authority and is used by the Department for Transport.
- 2.10 The data shows that there have been 2 injury accidents within the immediate vicinity of the site within the last 3 years. The closest accident to the site occurred in 2011 on High Street close to the junction of Market Street and resulted in 1 slight injury. The second accident occurred on West Street in 2012 again resulting in a single slight injury. A plan showing the location of these accidents can be found at **Appendix 2**.
- 2.11 On the basis of this data, it is concluded that there is no existing highway safety issue which the proposed development would exacerbate.

## Accessibility on Foot

- 2.12 The Institute of Chartered Institute of Highways and Transportation (CIHT) provide a schedule of recommended walk distances to local facilities based on journey type in the publication "Guidelines on Providing for Journeys on Foot (2000). For commuting trips, the preferred maximum walk distance is 2000m, with 800m the preferred maximum to a town centre.
- 2.13 Hoyland town centre lies within walking distance of the majority of the town, as shown in **Appendix 3** which illustrates a 2km walking isochrone from the town centre.
- 2.14 Several sets of bus stops are located in the vicinity of the site, on Market Street, High Street and Southgate, and therefore lies within the preferred maximum walk distance to a local facility as described in the CIHT guidance and therefore establishes that there are bus services that can be accessed by foot from the site.

## Cycle Accessibility

- 2.15 It is widely accepted that cycling has the potential to replace a significant amount of car journeys of up to 5km. There are a variety of routes and attractive destinations within this distance of the site to encourage cycle trips.

- 2.16 The plan at **Appendix 4** shows the 5km cycle catchment area around the site which includes the whole of Hoyland, as well as parts of the neighbouring settlements of Wombwell and Birdwell.
- 2.17 National Cycle Route 67 runs through the south of Hoyland, approximately 1km to the south of the town centre providing a route to Sheffield via a mix of off-road and lightly trafficked roads.
- 2.18 Cycle parking, in the form of Sheffield stands, exists in the town centre outside the town hall building.

### Public Transport Accessibility

- 2.19 As discussed earlier in this section of the transport statement, the nearest bus stops to the site are located on Market Street, High Street and Southgate, all well within reasonable walking distance of the sites. Table 2.1 summarises the destinations and frequencies of the services.

**Table 2.1: Bus service and frequency**

| Route No.     | Route Description                     | Mon to Fri |            | Sat      |            | Sun        |
|---------------|---------------------------------------|------------|------------|----------|------------|------------|
|               |                                       | Day        | Eve        | Day      | Eve        |            |
| <b>7/7A</b>   | Barnsley / Hoyland / Pilley Circular  | 120 mins   | No service | 120 mins | No service | No service |
| <b>66/N66</b> | Barnsley / Hoyland / Barnsley         | 10 mins    | 10 mins    | 10 mins  | 10 mins    | 30 mins    |
| <b>67/67A</b> | Barnsley - Wombwell                   | 60 mins    | 60 mins    | ~60 mins | ~60 mins   | ~60 mins   |
| <b>72/72A</b> | Manvers / Wath / Hoyland / Meadowhall | 60 mins    | No service | 60 mins  | No service | No service |
| <b>227</b>    | Rotherham / Hoyland                   | 60 mins    | 60 mins    | 60 mins  | 60 mins    | 60 mins    |

- 2.20 The bus service 66 operates on a frequent basis of around 6 services per hour providing connections to Barnsley and also operates as a night bus service – N66. The other routes, whilst not being as frequent provide a number of supporting services providing connections to the wider area. It is therefore concluded that the sites benefit from a good level of accessibility by bus, as would be expected of a town centre location.
- 2.21 Elsecar railway station is located approximately 800m, or 8 minutes' walk, from the town centre therefore making rail a viable option for travelling to the sites. Elsecar is generally served by an

hourly train between Sheffield and Leeds and by a twice-hourly train between Sheffield and Huddersfield. These services mean that there is a three-hourly service to Barnsley.

- 2.22 A plan showing the areas within a one hour journey by public transport from the site can be seen at **Appendix 5**.

### Summary

- 2.23 This chapter demonstrates that the site has a reasonable level of accessibility by non-car modes of transport as would be expected of a town centre location. There are a number of walk and cycle routes that link the site to the surrounding area, and the site is located within close walking distance of bus stops and local services. The sites are also close to a railway station offering frequent services to nearby towns and cities such as Barnsley, Sheffield and Leeds.
- 2.24 The surrounding highway network is typical of a town centre environment with good connections to local residential areas. The accident record in the vicinity of the sites show that there is no underlying road safety issue which the proposed developments would exacerbate.

### **3.0 DEVELOPMENT IMPACT**

3.1 As mentioned previously, the proposals are for a redevelopment of 3 sites in Hoyland town centre to provide the following:

- Site A – Demolition of the former medical centre and reconfiguration of the existing parking to provide 79 spaces.
- Site B – Demolition of the current market building to be replaced by a discount food retailer. The car park will be reconfigured and will provide 75 spaces.; and
- Site C – Extension to the existing building to provide additional retail space of approximately 900sqm, construction of a new space for the market and an additional 6 kiosks each 12sqm. The upper floors of the existing town hall building are to be re-clad, but will remain as office space. The existing Co-op supermarket will also remain. Parking for 20 vehicles will be provided.

#### **Site A**

3.2 Site A currently comprises a former medical centre and a small car park. The proposals for this site involve the demolition of the medical centre and reconfiguring of the car park space to provide a total of 79 spaces. Access arrangements will be altered with vehicles only being able to egress the site onto Duke Street. Access to the car park will be taken from West Street via a road located to the east of the Co-op pharmacy building.

3.3 These proposals are not expected to generate new trips on the highway network, as the parking spaces are effectively replacing those which would be lost by the construction of the discount food store at site B.

#### **Site B**

3.4 Site B currently comprises the site of Hoyland Market, along with a public car park with a capacity of 79 spaces accessed off Mallin Croft. Under the proposals, the market area would be demolished, with a 1,045sqm discount food store constructed. This would be served by a 75 space car park. Vehicular access would be taken from a new priority junction on Market Street, with the access no longer possible via the existing access off Mallin Croft. Mallin Croft will remain open to serve the residential properties located along it. Pedestrian access to and from Mallin Croft will be retained.

---

## **Site C**

- 3.5 Site C forms the old Hoyland town hall which currently houses a Co-op supermarket on the ground floor with office space above. Under the proposals, both these will be retained but the first floor of the building will be re-clad to improve its appearance.
- 3.6 In addition to the above, approximately 900sqm of retail will be constructed, the majority of which will be occupied by multiple discount retailer, Boyes. The remaining retail will be in the form of smaller units and kiosks. The market will be relocated from Site B to a new facility in Site C with parking provided for approximately 20 vehicles. This parking is anticipated to be subject to restrictions to ensure spaces are used for shoppers and market users, and not all-day users parking for work reasons. Therefore it is anticipated that the restrictions will place a time limit on the stay, most likely 1 hour. In order to allow traders sufficient time to set up on market days, the restriction will not come into force until 9am.

## **Trip Generation**

- 3.7 In terms of trip generation, it is considered that only Sites B and C have potential to generate new trips. Site A comprises the relocation of an existing car park and is therefore considered to have no net impact in traffic terms.
- 3.8 Site C will contain the relocated market from Site B, and the existing Co-op store and office space which will remain in their current configuration. Therefore these elements of the proposals are also considered to have no net impact in traffic terms.
- 3.9 Therefore the only elements which have the potential to generate new trips are the discount food store on Site B, and the additional retail space located on Site C.
- 3.10 The Boyes unit and the additional small retail units in Site C are of the scale where they are unlikely to generate significant numbers of new trips. For the purposes of this assessment, it is assumed that all trips to these units are linked to an existing trip to the town centre, and will therefore result in no net increase in traffic levels.
- 3.11 On this basis, the only element of the development proposals which will generate additional traffic will be the discount food retailer on Site B.
- 3.12 In order to predict the number of additional vehicular trips the discount food retailer will generate, the TRICS (v7.2.1) database has been interrogated to obtain trip rates from comparable sites. For the weekday, trip rates have been derived for the “discount food store” land use type.

However no data is available for a Saturday for this type of store. Therefore trip rates from a standard food retail store have been used.

- 3.13 In line with best practice, sites in the Republic of Ireland, Northern Ireland and London have been excluded. The resultant trip rates are presented in Table 3.1 below, with full TRICS outputs located in **Appendix 6**.

**Table 3.1 Trip Rates**

| Land Use                   | Trip Rates (per 100sqm GFA)             |            |                                         |            |                               |            |
|----------------------------|-----------------------------------------|------------|-----------------------------------------|------------|-------------------------------|------------|
|                            | Weekday Morning Peak<br>(08:00 – 09:00) |            | Weekday Evening Peak<br>(17:00 – 18:00) |            | Saturday Peak (12:00 – 13:00) |            |
|                            | Arrivals                                | Departures | Arrivals                                | Departures | Arrivals                      | Departures |
| <b>Discount Food Store</b> | 1.053                                   | 0.651      | 2.888                                   | 3.458      | 6.067                         | 6.270      |

- 3.14 The trip rates above have been applied to the proposed food store on Site B in order to calculate the predicted increase in vehicular trips which will be created on the highway network as a result of the proposals. This can be seen in Table 3.2 below.

**Table 3.2 Trip Generation**

| Land Use                                       | Trip Generation (vehicles)           |     |                                      |     |                               |     |
|------------------------------------------------|--------------------------------------|-----|--------------------------------------|-----|-------------------------------|-----|
|                                                | Weekday Morning Peak (08:00 – 09:00) |     | Weekday Evening Peak (17:00 – 18:00) |     | Saturday Peak (12:00 – 13:00) |     |
|                                                | Arr                                  | Dep | Arr                                  | Arr | Arr                           | Dep |
| <b>Site B – Discount Food Store (1,045sqm)</b> | 11                                   | 7   | 30                                   | 36  | 63                            | 66  |
| <b>Two-way Trips</b>                           | 18                                   |     | 66                                   |     | 129                           |     |

- 3.15 As can be seen from Table 3.2 above, the proposed development is expected to generate an additional 18 vehicular trips in the morning peak and an additional 66 trips in the evening peak. The Saturday peak period is predicted to result in 129 vehicular trips accessing the site.

### Trip Types

3.16 Research has shown that the vast majority of trips associated with new food retail developments are not 'new' but are transferred or diverted to the facility, as discussed in the TRICS Research Report 95/2. Up to 95% of trips to new food store facilities are actually existing car trips already on the highway network. Trips to a retail unit are generally categorised as below:

- **New trips:** defined as those that will be new to the highway network during the assessment period (i.e. not currently undertaking a trip at this time). In most cases, these trips will be associated with new housing or another development and will occur in any event to an existing shopping destination.
- **Pass-by trips:** These are trips that are already present on the road network directly adjacent to the point of access to the site and which will turn into the site.
- **Diverted trips:** These are trips that are already at present on the road network but not the road(s) from which the site access is taken, and will divert from their existing route to access the site. These are similar to pass-by trips but have to deviate to make use of the development under consideration.

3.17 From established research, typical proportions of trip types are summarised in Table 3.3 below.

**Table 3.3 – Typical Trip Type Proportions**

| Typical Trip Type Proportions |                             |             |          |          |
|-------------------------------|-----------------------------|-------------|----------|----------|
| Research Source               | Range of Each Trip Type (%) |             |          |          |
|                               | New                         | Transferred | Pass-by  | Diverted |
| Dickinson & MacIver           | 0 to 7                      | 27 to 56    | 9 to 56  | 24 to 44 |
| MacIver & Dickinson           | -                           | 55 to 66    | 6 to 19  | 21 to 35 |
| Hazel & MacIver               | 1 to 3                      | 27 to 47    | 8 to 33  | 28 to 48 |
| Shaw                          | 47 to 65                    |             | 10 to 37 | 16 to 36 |
| Harris & McCoy                | 40 to 61                    |             | 3 to 6   | 19 to 33 |
| JMP                           | 62 to 64                    |             | 36 to 38 |          |

3.18 Given the town centre location of the store, there is likely to be a significant level of "linked" trips – whereby a trip to the new store is added-on to an existing trip to the town centre, rather than by trips passing-by the site.

3.19 Given the limited alternative food retail sites in Hoyland, and given the current popularity of discount food retailers, it is likely that there will be transferred trips to the new discount store, primarily from the Tesco store located on Wombwell Road.

- 3.20 For the purposes of this assessment, the following assumptions have been made with regards trip type proportions.

**Table 3.4 – Trip Type Proportions**

| Concluded Trip Type Proportions |                        |
|---------------------------------|------------------------|
| Trip Type                       | Approximate Proportion |
| New                             | 10%                    |
| Transfer                        | 40%                    |
| Pass-by / Linked                | 40%                    |
| Diverted                        | 10%                    |

- 3.21 By applying the proportions above the resulting number of trips are proposed.

**Table 3.5 – Final Trip Generation**

| Concluded Trip Type Proportions  |                                      |                                      |                               |
|----------------------------------|--------------------------------------|--------------------------------------|-------------------------------|
| Trips                            | Weekday Morning Peak (08:00 – 09:00) | Weekday Evening Peak (17:00 – 18:00) | Saturday Peak (12:00 – 13:00) |
| Trip Generation (from Table 3.2) | 18                                   | 66                                   | 129                           |
| <b>New Trips (10% of above)</b>  | <b>2</b>                             | <b>7</b>                             | <b>13</b>                     |

- 3.22 As can be seen from Table 3.5 above, the maximum number of new trips the discount food store is predicted to generate on the local highway network is 13 during the Saturday peak. It could not be considered that this represents a volume of traffic where the operation of the network would be materially impacted.

## Parking

- 3.23 BMBC publish standards for car parking at new developments within a Supplementary Planning Document entitled “Parking”. This sets out the maximum number of spaces allowed for various land-use types.
- 3.24 The parking standards applicable to food retail are presented in Table 3.6 below.

**Table 3.6 – Final Trip Generation**

| Maximum Parking Standards |                                          |                                              |
|---------------------------|------------------------------------------|----------------------------------------------|
| Land Use Type             | Borough Wide<br>(Exc. Barnsley<br>Urban) | Threshold above<br>which standard<br>applies |
| Food Retail               | 1 space per 14-20sqm                     | 1000sqm                                      |

- 3.25 By applying the standards above to the floor area of the discount food store (1,045sqm), it can be seen that the amount of parking permitted would be between 52 and 75 spaces. This element of the development proposals will provide 75 parking spaces and therefore is in accordance with standards.
- 3.26 The extended retail space within Site B has a total floor area of 883sqm and therefore the standards outlined in Table 3.6 do not apply. As discussed earlier in this Chapter, the majority of trips generated by these units are expected to be linked to a trip already being made the town centre. These trips would therefore not generate additional demand for parking spaces. Notwithstanding, the development proposals would provide approximately 20 parking spaces within Site C.
- 3.27 The parking within Site C is intended to be subject to restrictions to ensure that it is retained for the use of shoppers rather than for those parking whilst at work. It is therefore proposed to introduce restrictions on parking time of one hour. In order to allow market traders sufficient time to unload at the beginning of market days, it is intended to begin these restrictions at 09:00.

### **Access & Servicing**

- 3.28 The plan shown at **Appendix 1** illustrates the access arrangements each Site.
- 3.29 Site A will be subject to a one-way access and egress arrangement, with access taken from West Street and egress onto Duke Street. It is proposed that signing be installed advising of the new arrangements.
- 3.30 Site B will be accessed via a new priority controlled junction onto Market Street. Given the size and locale of the store this is considered to be the most appropriate form of junction to serve this site. The junction will be constructed to allow goods vehicles to access the site to allow servicing to take place at the rear of the store. The existing access into Site B from Mallin Croft will be closed to vehicles, however pedestrian access will remain.

- 
- 3.31 Vehicular access for Site C will be via the two existing priority junctions on Southgate, with service vehicles using High Croft and vehicles wishing to park doing so via the access opposite George Street.

## **4.0 SUMMARY AND CONCLUSIONS**

- 4.1 SCP has been appointed on behalf of Resilienti to prepare this transport statement to support a planning application for the redevelopment of part of Hoyland town centre, in South Yorkshire.
- 4.2 The application involves the reconfiguring of three sites within the town centre:
- Site A – Currently a former medical centre and small car park of approximately 20 spaces;
  - Site B – Site of the existing Hoyland Market and a car park comprising approximately 80 spaces; and
  - Site C – A Co-op supermarket plus office space in the former Hoyland town hall.
- 4.3 Due to its town centre location, the site is inherently sustainable with a wide range of public transport options available and a large population living within reasonable walking and cycling distance. A study of the accident records from the surrounding highway network indicate there is no underlying road safety issues which the proposals may exacerbate.
- 4.4 In terms of traffic generation, only the proposed discount food store on Site 2 is expected to generate “new” trips on the highway network, however these have been demonstrated to be of a level where its operation will not be materially impacted upon.
- 4.5 It is therefore concluded that it could not be considered that the residual transport impact of the site is severe, and therefore planning permission for the redevelopment should not be withheld on transport or highways grounds.

**S|C|P**

## **APPENDIX 1**



E: [office@whitedg.co.uk](mailto:office@whitedg.co.uk) W: [www.whitedg.co.uk](http://www.whitedg.co.uk)

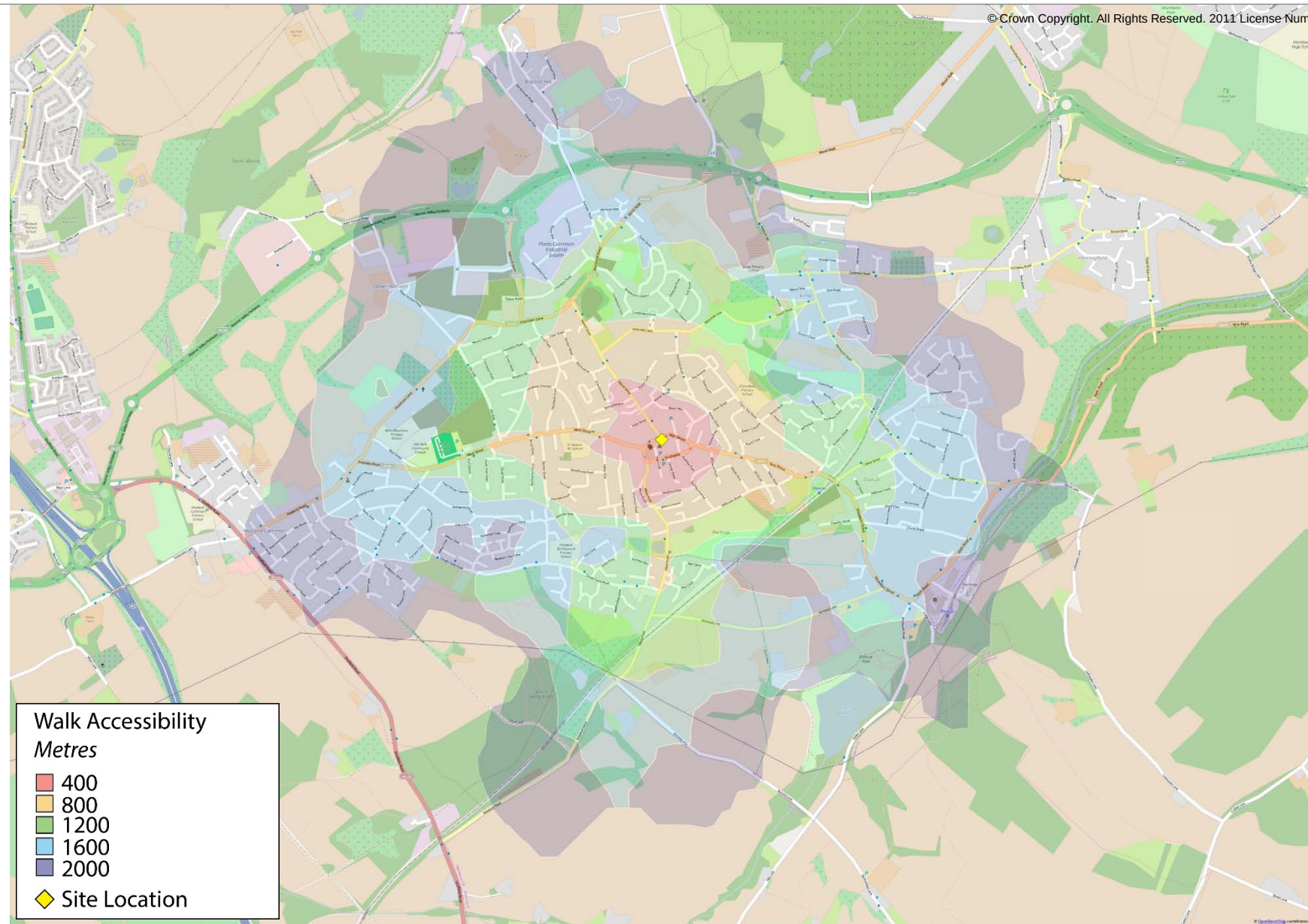
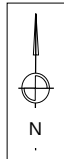
**S|C|P**

## **APPENDIX 2**



**S|C|P**

## **APPENDIX 3**



**Walk Accessibility**  
**Metres**

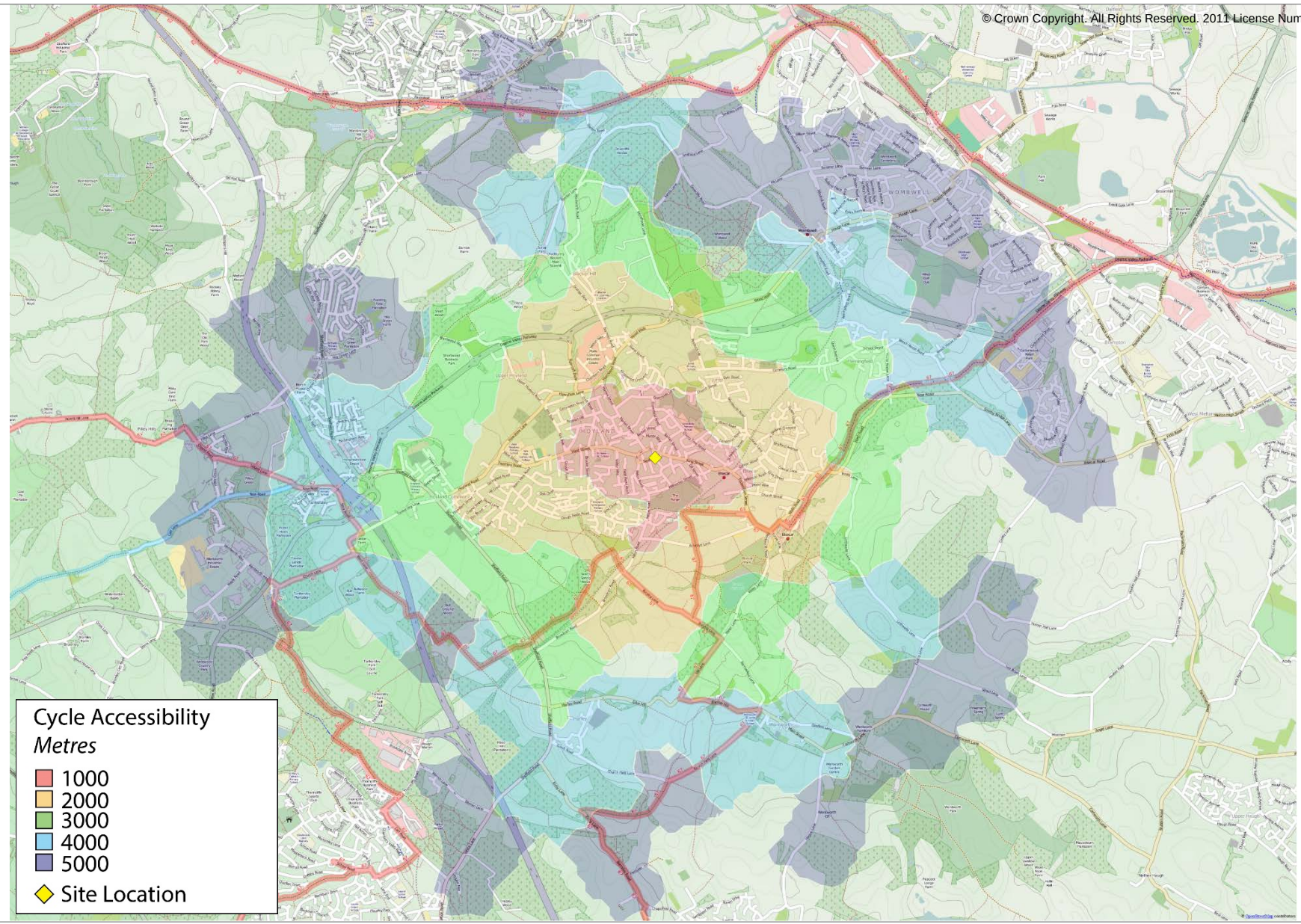
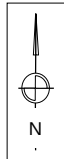
- 400
- 800
- 1200
- 1600
- 2000

◆ Site Location

|                           |               |                     |          |     |             |      |    |               |
|---------------------------|---------------|---------------------|----------|-----|-------------|------|----|---------------|
| Project Title             | Drawing Title | Scale               | By       | Rev | Description | Date | By | Drawing No.   |
|                           |               | NTS                 | JA       | -   | -           | -    | -  | SCP/15936/SK2 |
|                           |               | Date                | Checked  | -   | -           | -    | -  |               |
| 15936 – Hoyland, Barnsley | 2km Isochrone | 11.05.2015          | GB       | -   | -           | -    | -  |               |
|                           |               | Approved/Unapproved | Status   | -   | -           | -    | -  | Revision      |
|                           |               | UNAPPROVED          | PLANNING | -   | -           | -    | -  | A             |

**S|C|P**

## **APPENDIX 4**



**Cycle Accessibility**  
**Metres**

- 1000
- 2000
- 3000
- 4000
- 5000

◆ Site Location

**SCP**

Transportation Planning : Infrastructure Design

[www.scptransport.co.uk](http://www.scptransport.co.uk)

Project Title

15936 – Hoyland, Barnsley

Drawing Title

5km Isochrone

Scale

NTS

Date

11.05.2015

Approved/Unapproved

UNAPPROVED

By

JA

Checked

GB

Status

PLANNING

| Rev | Description | Date | By |
|-----|-------------|------|----|
| -   | -           | -    | -  |
| -   | -           | -    | -  |
| -   | -           | -    | -  |
| -   | -           | -    | -  |

Drawing No.

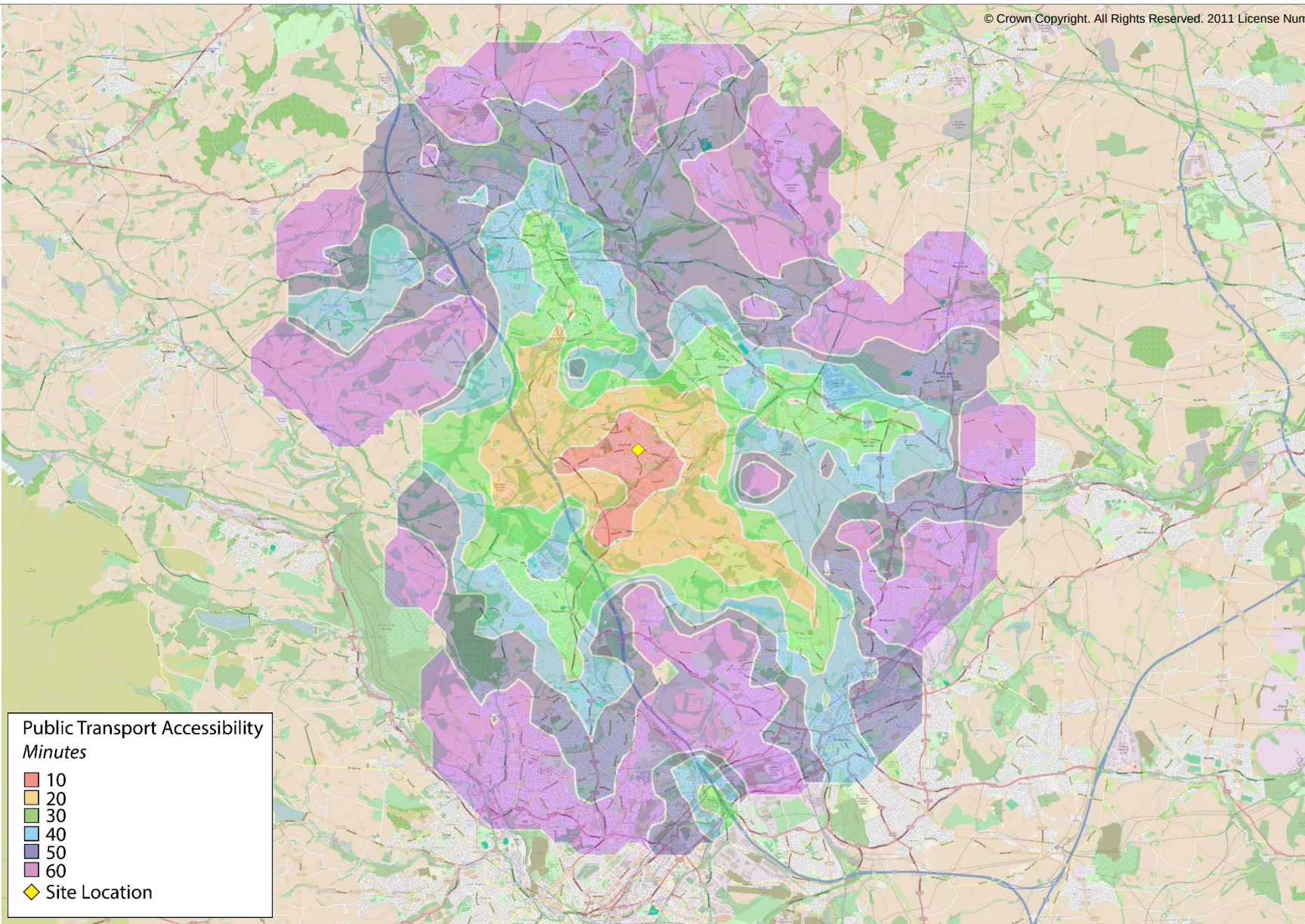
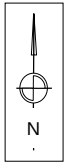
SCP/15936/SK3

Revision

A

**S|C|P**

## **APPENDIX 5**



**Public Transport Accessibility  
Minutes**

- 10
- 20
- 30
- 40
- 50
- 60

◆ Site Location

Project Title

15936 – Hoyland, Barnsley

Drawing Title

5km Isochrone

Scale

NTS

Date

11.05.2015

Approved/Unapproved  
UNAPPROVED

By

JA

Checked

GB

Status

PLANNING

Rev

-

-

-

-

-

-

Description

Date

-

-

-

-

-

-

Drawing No.

SCP/15936/SK4

Revision

A

**S|C|P**

## **APPENDIX 6**

Calculation Reference: AUDIT-726001-150511-0553

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : C - DISCOUNT FOOD STORES  
 VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | KC KENT                        | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DC DORSET                      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | SH SHROPSHIRE                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | MS MERSEYSIDE                  | 2 days |
| 10 | WALES                          |        |
|    | GW GWYNEDD                     | 1 days |
|    | PS POWYS                       | 1 days |
| 11 | SCOTLAND                       |        |
|    | HI HIGHLAND                    | 1 days |
|    | PK PERTH & KINROSS             | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

## Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area  
 Actual Range: 1150 to 1900 (units: sqm)  
 Range Selected by User: 865 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 27/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 5 days |
| Wednesday | 2 days |
| Friday    | 1 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 10 days |
| Directional ATC Count | 0 days  |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Edge of Town Centre                      | 6 |
| Suburban Area (PPS6 Out of Centre)       | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 1 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Commercial Zone | 1 |
|-----------------|---|

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

|           |        |
|-----------|--------|
| Not Known | 1 days |
| A1        | 9 days |

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 3 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 25,001 to 50,000 | 4 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 3 days |
| 25,001 to 50,000   | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |
| 500,001 or More    | 2 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 8 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

|                                           |         |
|-------------------------------------------|---------|
| Included in the survey count              | 0 days  |
| Excluded from count or no filling station | 10 days |

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 9 days |

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

|   |                                          |          |  |                     |
|---|------------------------------------------|----------|--|---------------------|
| 1 | DC-01-C-02                               | LIDL     |  | DORSET              |
|   | POOLE ROAD                               |          |  |                     |
|   | BRANKSOME                                |          |  |                     |
|   | BOURNEMOUTH                              |          |  |                     |
|   | Suburban Area (PPS6 Out of Centre)       |          |  |                     |
|   | Commercial Zone                          |          |  |                     |
|   | Total Gross floor area:                  | 1334 sqm |  |                     |
|   | Survey date: TUESDAY                     | 15/07/08 |  | Survey Type: MANUAL |
| 2 | GW-01-C-01                               | LIDL     |  | GWYNEDD             |
|   | HIGH STREET                              |          |  |                     |
|   | BANGOR                                   |          |  |                     |
|   | Edge of Town Centre                      |          |  |                     |
|   | No Sub Category                          |          |  |                     |
|   | Total Gross floor area:                  | 1310 sqm |  |                     |
|   | Survey date: FRIDAY                      | 10/07/09 |  | Survey Type: MANUAL |
| 3 | HI-01-C-01                               | LIDL     |  | HIGHLAND            |
|   | CAMANACHD CRESCENT                       |          |  |                     |
|   | FORT WILLIAM                             |          |  |                     |
|   | Edge of Town Centre                      |          |  |                     |
|   | Retail Zone                              |          |  |                     |
|   | Total Gross floor area:                  | 1285 sqm |  |                     |
|   | Survey date: TUESDAY                     | 19/05/09 |  | Survey Type: MANUAL |
| 4 | KC-01-C-02                               | ALDI     |  | KENT                |
|   | WELL ROAD                                |          |  |                     |
|   | MAIDSTONE                                |          |  |                     |
|   | Edge of Town Centre                      |          |  |                     |
|   | Built-Up Zone                            |          |  |                     |
|   | Total Gross floor area:                  | 1407 sqm |  |                     |
|   | Survey date: TUESDAY                     | 27/11/12 |  | Survey Type: MANUAL |
| 5 | MS-01-C-02                               | ALDI     |  | MERSEYSIDE          |
|   | SMITHDOWN ROAD                           |          |  |                     |
|   | WAVERTREE                                |          |  |                     |
|   | LIVERPOOL                                |          |  |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |          |  |                     |
|   | Residential Zone                         |          |  |                     |
|   | Total Gross floor area:                  | 1200 sqm |  |                     |
|   | Survey date: MONDAY                      | 18/06/07 |  | Survey Type: MANUAL |
| 6 | MS-01-C-03                               | ALDI     |  | MERSEYSIDE          |
|   | LAUREL ROAD                              |          |  |                     |
|   | ELM PARK                                 |          |  |                     |
|   | LIVERPOOL                                |          |  |                     |
|   | Suburban Area (PPS6 Out of Centre)       |          |  |                     |
|   | Residential Zone                         |          |  |                     |
|   | Total Gross floor area:                  | 1165 sqm |  |                     |
|   | Survey date: WEDNESDAY                   | 20/06/07 |  | Survey Type: MANUAL |
| 7 | NY-01-C-02                               | LIDL     |  | NORTH YORKSHIRE     |
|   | STATION ROAD                             |          |  |                     |
|   | THIRSK                                   |          |  |                     |
|   | Edge of Town Centre                      |          |  |                     |
|   | No Sub Category                          |          |  |                     |
|   | Total Gross floor area:                  | 1527 sqm |  |                     |
|   | Survey date: TUESDAY                     | 11/10/11 |  | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |          |  |                     |
|----|------------------------------------|----------|--|---------------------|
| 8  | PK-01-C-01                         | ALDI     |  | PERTH & KINROSS     |
|    | GLASGOW ROAD                       |          |  |                     |
|    | PERTH                              |          |  |                     |
|    | Edge of Town Centre                |          |  |                     |
|    | Retail Zone                        |          |  |                     |
|    | Total Gross floor area:            | 1400 sqm |  |                     |
|    | Survey date: WEDNESDAY             | 11/05/11 |  | Survey Type: MANUAL |
| 9  | PS-01-C-01                         | ALDI     |  | POWYS               |
|    | RICH WAY                           |          |  |                     |
|    | BRECON                             |          |  |                     |
|    | Edge of Town Centre                |          |  |                     |
|    | No Sub Category                    |          |  |                     |
|    | Total Gross floor area:            | 1150 sqm |  |                     |
|    | Survey date: MONDAY                | 15/09/08 |  | Survey Type: MANUAL |
| 10 | SH-01-C-01                         | LIDL     |  | SHROPSHIRE          |
|    | CASTLE STREET                      |          |  |                     |
|    | HADLEY                             |          |  |                     |
|    | TELFORD                            |          |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |          |  |                     |
|    | No Sub Category                    |          |  |                     |
|    | Total Gross floor area:            | 1900 sqm |  |                     |
|    | Survey date: TUESDAY               | 16/06/09 |  | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

## VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 7        | 1405     | 0.305     | 7          | 1405     | 0.112     | 7        | 1405     | 0.417     |
| 08:00 - 09:00 | 10       | 1368     | 1.053     | 10         | 1368     | 0.651     | 10       | 1368     | 1.704     |
| 09:00 - 10:00 | 10       | 1368     | 2.391     | 10         | 1368     | 1.806     | 10       | 1368     | 4.197     |
| 10:00 - 11:00 | 10       | 1368     | 3.539     | 10         | 1368     | 2.946     | 10       | 1368     | 6.485     |
| 11:00 - 12:00 | 10       | 1368     | 3.721     | 10         | 1368     | 3.480     | 10       | 1368     | 7.201     |
| 12:00 - 13:00 | 10       | 1368     | 3.539     | 10         | 1368     | 3.794     | 10       | 1368     | 7.333     |
| 13:00 - 14:00 | 10       | 1368     | 3.136     | 10         | 1368     | 3.231     | 10       | 1368     | 6.367     |
| 14:00 - 15:00 | 10       | 1368     | 3.736     | 10         | 1368     | 3.480     | 10       | 1368     | 7.216     |
| 15:00 - 16:00 | 10       | 1368     | 3.604     | 10         | 1368     | 3.670     | 10       | 1368     | 7.274     |
| 16:00 - 17:00 | 10       | 1368     | 3.297     | 10         | 1368     | 3.407     | 10       | 1368     | 6.704     |
| 17:00 - 18:00 | 10       | 1368     | 2.888     | 10         | 1368     | 3.458     | 10       | 1368     | 6.346     |
| 18:00 - 19:00 | 10       | 1368     | 2.310     | 10         | 1368     | 2.669     | 10       | 1368     | 4.979     |
| 19:00 - 20:00 | 10       | 1368     | 0.936     | 10         | 1368     | 1.477     | 10       | 1368     | 2.413     |
| 20:00 - 21:00 | 5        | 1396     | 0.459     | 5          | 1396     | 0.631     | 5        | 1396     | 1.090     |
| 21:00 - 22:00 | 2        | 1404     | 0.143     | 2          | 1404     | 0.392     | 2        | 1404     | 0.535     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 35.057    |            |          | 35.204    |          |          | 70.261    |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

## Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/07 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 7        | 1405     | 0.000     | 7          | 1405     | 0.000     | 7        | 1405     | 0.000     |
| 08:00 - 09:00 | 10       | 1368     | 0.015     | 10         | 1368     | 0.015     | 10       | 1368     | 0.030     |
| 09:00 - 10:00 | 10       | 1368     | 0.007     | 10         | 1368     | 0.007     | 10       | 1368     | 0.014     |
| 10:00 - 11:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.029     | 10       | 1368     | 0.073     |
| 11:00 - 12:00 | 10       | 1368     | 0.037     | 10         | 1368     | 0.044     | 10       | 1368     | 0.081     |
| 12:00 - 13:00 | 10       | 1368     | 0.029     | 10         | 1368     | 0.029     | 10       | 1368     | 0.058     |
| 13:00 - 14:00 | 10       | 1368     | 0.058     | 10         | 1368     | 0.066     | 10       | 1368     | 0.124     |
| 14:00 - 15:00 | 10       | 1368     | 0.058     | 10         | 1368     | 0.051     | 10       | 1368     | 0.109     |
| 15:00 - 16:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.044     | 10       | 1368     | 0.088     |
| 16:00 - 17:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.037     | 10       | 1368     | 0.081     |
| 17:00 - 18:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.037     | 10       | 1368     | 0.081     |
| 18:00 - 19:00 | 10       | 1368     | 0.015     | 10         | 1368     | 0.037     | 10       | 1368     | 0.052     |
| 19:00 - 20:00 | 10       | 1368     | 0.029     | 10         | 1368     | 0.029     | 10       | 1368     | 0.058     |
| 20:00 - 21:00 | 5        | 1396     | 0.029     | 5          | 1396     | 0.029     | 5        | 1396     | 0.058     |
| 21:00 - 22:00 | 2        | 1404     | 0.000     | 2          | 1404     | 0.000     | 2        | 1404     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.453     |            |          | 0.454     |          |          | 0.907     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/07 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 7        | 1405     | 0.010     | 7          | 1405     | 0.010     | 7        | 1405     | 0.020     |
| 08:00 - 09:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.029     | 10       | 1368     | 0.051     |
| 09:00 - 10:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.015     | 10       | 1368     | 0.037     |
| 10:00 - 11:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.029     | 10       | 1368     | 0.051     |
| 11:00 - 12:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.022     | 10       | 1368     | 0.044     |
| 12:00 - 13:00 | 10       | 1368     | 0.007     | 10         | 1368     | 0.007     | 10       | 1368     | 0.014     |
| 13:00 - 14:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.022     | 10       | 1368     | 0.044     |
| 14:00 - 15:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.022     | 10       | 1368     | 0.044     |
| 15:00 - 16:00 | 10       | 1368     | 0.007     | 10         | 1368     | 0.000     | 10       | 1368     | 0.007     |
| 16:00 - 17:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.007     | 10       | 1368     | 0.007     |
| 17:00 - 18:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 18:00 - 19:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 19:00 - 20:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 20:00 - 21:00 | 5        | 1396     | 0.000     | 5          | 1396     | 0.000     | 5        | 1396     | 0.000     |
| 21:00 - 22:00 | 2        | 1404     | 0.000     | 2          | 1404     | 0.000     | 2        | 1404     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.156     |            |          | 0.163     |          |          | 0.319     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/07 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 7        | 1405     | 0.000     | 7          | 1405     | 0.000     | 7        | 1405     | 0.000     |
| 08:00 - 09:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 09:00 - 10:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 10:00 - 11:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 11:00 - 12:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 12:00 - 13:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 13:00 - 14:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 14:00 - 15:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 15:00 - 16:00 | 10       | 1368     | 0.007     | 10         | 1368     | 0.000     | 10       | 1368     | 0.007     |
| 16:00 - 17:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.007     | 10       | 1368     | 0.007     |
| 17:00 - 18:00 | 10       | 1368     | 0.007     | 10         | 1368     | 0.007     | 10       | 1368     | 0.014     |
| 18:00 - 19:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 19:00 - 20:00 | 10       | 1368     | 0.000     | 10         | 1368     | 0.000     | 10       | 1368     | 0.000     |
| 20:00 - 21:00 | 5        | 1396     | 0.000     | 5          | 1396     | 0.000     | 5        | 1396     | 0.000     |
| 21:00 - 22:00 | 2        | 1404     | 0.000     | 2          | 1404     | 0.000     | 2        | 1404     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.014     |            |          | 0.014     |          |          | 0.028     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/07 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 7        | 1405     | 0.010     | 7          | 1405     | 0.000     | 7        | 1405     | 0.010     |
| 08:00 - 09:00 | 10       | 1368     | 0.022     | 10         | 1368     | 0.037     | 10       | 1368     | 0.059     |
| 09:00 - 10:00 | 10       | 1368     | 0.058     | 10         | 1368     | 0.080     | 10       | 1368     | 0.138     |
| 10:00 - 11:00 | 10       | 1368     | 0.029     | 10         | 1368     | 0.029     | 10       | 1368     | 0.058     |
| 11:00 - 12:00 | 10       | 1368     | 0.058     | 10         | 1368     | 0.022     | 10       | 1368     | 0.080     |
| 12:00 - 13:00 | 10       | 1368     | 0.051     | 10         | 1368     | 0.051     | 10       | 1368     | 0.102     |
| 13:00 - 14:00 | 10       | 1368     | 0.066     | 10         | 1368     | 0.058     | 10       | 1368     | 0.124     |
| 14:00 - 15:00 | 10       | 1368     | 0.058     | 10         | 1368     | 0.066     | 10       | 1368     | 0.124     |
| 15:00 - 16:00 | 10       | 1368     | 0.051     | 10         | 1368     | 0.044     | 10       | 1368     | 0.095     |
| 16:00 - 17:00 | 10       | 1368     | 0.073     | 10         | 1368     | 0.080     | 10       | 1368     | 0.153     |
| 17:00 - 18:00 | 10       | 1368     | 0.088     | 10         | 1368     | 0.095     | 10       | 1368     | 0.183     |
| 18:00 - 19:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.022     | 10       | 1368     | 0.066     |
| 19:00 - 20:00 | 10       | 1368     | 0.044     | 10         | 1368     | 0.022     | 10       | 1368     | 0.066     |
| 20:00 - 21:00 | 5        | 1396     | 0.000     | 5          | 1396     | 0.014     | 5        | 1396     | 0.014     |
| 21:00 - 22:00 | 2        | 1404     | 0.000     | 2          | 1404     | 0.000     | 2        | 1404     | 0.000     |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.652     |            |          | 0.620     |          |          | 1.272     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

|                                          |                          |
|------------------------------------------|--------------------------|
| Trip rate parameter range selected:      | 1150 - 1900 (units: sqm) |
| Survey date range:                       | 01/01/07 - 27/11/12      |
| Number of weekdays (Monday-Friday):      | 10                       |
| Number of Saturdays:                     | 0                        |
| Number of Sundays:                       | 0                        |
| Surveys manually removed from selection: | 0                        |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-726001-150511-0507

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : A - FOOD SUPERSTORE  
 MULTI-MODAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
|    | HF HERTFORDSHIRE               | 1 days |
|    | SC SURREY                      | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 09 | NORTH                          |        |
|    | CB CUMBRIA                     | 1 days |
|    | DH DURHAM                      | 1 days |
| 10 | WALES                          |        |
|    | FS FLINTSHIRE                  | 1 days |
| 11 | SCOTLAND                       |        |
|    | GC GLASGOW CITY                | 1 days |
|    | HI HIGHLAND                    | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

## Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area  
 Actual Range: 800 to 5000 (units: sqm)  
 Range Selected by User: 800 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 19/07/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

|          |        |
|----------|--------|
| Thursday | 1 days |
| Friday   | 4 days |
| Saturday | 7 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 12 days |
| Directional ATC Count | 0 days  |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Town Centre                        | 4 |
| Suburban Area (PPS6 Out of Centre) | 8 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

|    |         |
|----|---------|
| A1 | 12 days |
|----|---------|

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 2 days |
| 10,001 to 15,000  | 4 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 2 days |
| 50,001 to 100,000 | 1 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 2 days |
| 75,001 to 100,000  | 1 days |
| 100,001 to 125,000 | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More    | 1 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 8 days |
| 1.6 to 2.0 | 1 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

|                                                           |         |
|-----------------------------------------------------------|---------|
| PFS is present at the site and is included in the count   | 2 days  |
| PFS is present at the site but is excluded from the count | 0 days  |
| There is no PFS at the site                               | 10 days |

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

|     |         |
|-----|---------|
| Yes | 2 days  |
| No  | 10 days |

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

|   |                                    |             |                     |
|---|------------------------------------|-------------|---------------------|
| 1 | CA-01-A-01                         | SAINSBURY'S | CAMBRIDGESHIRE      |
|   | SIDNEY STREET                      |             |                     |
|   | CAMBRIDGE                          |             |                     |
|   | Town Centre                        |             |                     |
|   | High Street                        |             |                     |
|   | Total Gross floor area:            | 2210 sqm    |                     |
|   | Survey date: FRIDAY                | 12/07/13    | Survey Type: MANUAL |
| 2 | CB-01-A-07                         | SOMERFIELD  | CUMBRIA             |
|   | WIGTON ROAD                        |             |                     |
|   | NEWTOWN                            |             |                     |
|   | CARLISLE                           |             |                     |
|   | Suburban Area (PPS6 Out of Centre) |             |                     |
|   | Residential Zone                   |             |                     |
|   | Total Gross floor area:            | 1700 sqm    |                     |
|   | Survey date: FRIDAY                | 05/02/10    | Survey Type: MANUAL |
| 3 | DH-01-A-02                         | SAINSBURYS  | DURHAM              |
|   | SUNDERLAND ROAD                    |             |                     |
|   | GILESGATE                          |             |                     |
|   | DURHAM                             |             |                     |
|   | Suburban Area (PPS6 Out of Centre) |             |                     |
|   | Residential Zone                   |             |                     |
|   | Total Gross floor area:            | 800 sqm     |                     |
|   | Survey date: SATURDAY              | 25/10/08    | Survey Type: MANUAL |
| 4 | DV-01-A-21                         | MORRISONS   | DEVON               |
|   | TORR LANE                          |             |                     |
|   | PENNYCROSS                         |             |                     |
|   | PLYMOUTH                           |             |                     |
|   | Suburban Area (PPS6 Out of Centre) |             |                     |
|   | Residential Zone                   |             |                     |
|   | Total Gross floor area:            | 5000 sqm    |                     |
|   | Survey date: FRIDAY                | 23/10/09    | Survey Type: MANUAL |
| 5 | EX-01-A-02                         | CO-OP       | ESSEX               |
|   | PEARTREE ROAD                      |             |                     |
|   | STANWAY                            |             |                     |
|   | COLCHESTER                         |             |                     |
|   | Suburban Area (PPS6 Out of Centre) |             |                     |
|   | Retail Zone                        |             |                     |
|   | Total Gross floor area:            | 3000 sqm    |                     |
|   | Survey date: SATURDAY              | 12/07/08    | Survey Type: MANUAL |
| 6 | FS-01-A-01                         | SOMERFIELD  | FLINTSHIRE          |
|   | NEW STREET                         |             |                     |
|   | MOLD                               |             |                     |
|   | Town Centre                        |             |                     |
|   | High Street                        |             |                     |
|   | Total Gross floor area:            | 1920 sqm    |                     |
|   | Survey date: SATURDAY              | 04/07/09    | Survey Type: MANUAL |
| 7 | GC-01-A-04                         | MORRISONS   | GLASGOW CITY        |
|   | TITWOOD ROAD                       |             |                     |
|   | CROSSMYLOOF                        |             |                     |
|   | GLASGOW                            |             |                     |
|   | Suburban Area (PPS6 Out of Centre) |             |                     |
|   | Residential Zone                   |             |                     |
|   | Total Gross floor area:            | 2500 sqm    |                     |
|   | Survey date: SATURDAY              | 07/06/08    | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |             |  |                     |
|----|------------------------------------|-------------|--|---------------------|
| 8  | HF-01-A-02                         | MORRISONS   |  | HERTFORDSHIRE       |
|    | BLACK FAN ROAD                     |             |  |                     |
|    | PANSHANGER                         |             |  |                     |
|    | WELWYN GARDEN CITY                 |             |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |             |  |                     |
|    | Residential Zone                   |             |  |                     |
|    | Total Gross floor area:            | 4500 sqm    |  |                     |
|    | Survey date: SATURDAY              | 05/07/08    |  | Survey Type: MANUAL |
| 9  | HI-01-A-01                         | CO-OP       |  | HIGHLAND            |
|    | 74 TELFORD STREET                  |             |  |                     |
|    | MERKINCH                           |             |  |                     |
|    | INVERNESS                          |             |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |             |  |                     |
|    | Retail Zone                        |             |  |                     |
|    | Total Gross floor area:            | 3480 sqm    |  |                     |
|    | Survey date: SATURDAY              | 14/05/11    |  | Survey Type: MANUAL |
| 10 | NY-01-A-05                         | SAINSBURY'S |  | NORTH YORKSHIRE     |
|    | HIGH STREET                        |             |  |                     |
|    | NORTHALLERTON                      |             |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |             |  |                     |
|    | No Sub Category                    |             |  |                     |
|    | Total Gross floor area:            | 2300 sqm    |  |                     |
|    | Survey date: SATURDAY              | 26/09/09    |  | Survey Type: MANUAL |
| 11 | SC-01-A-08                         | SAINSBURY'S |  | SURREY              |
|    | LONDON ROAD                        |             |  |                     |
|    | REDHILL                            |             |  |                     |
|    | Town Centre                        |             |  |                     |
|    | Retail Zone                        |             |  |                     |
|    | Total Gross floor area:            | 4746 sqm    |  |                     |
|    | Survey date: THURSDAY              | 08/07/10    |  | Survey Type: MANUAL |
| 12 | SF-01-A-02                         | SAINSBURY'S |  | SUFFOLK             |
|    | UPPER BROOK STREET                 |             |  |                     |
|    | IPSWICH                            |             |  |                     |
|    | Town Centre                        |             |  |                     |
|    | High Street                        |             |  |                     |
|    | Total Gross floor area:            | 3280 sqm    |  |                     |
|    | Survey date: FRIDAY                | 19/07/13    |  | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

**MULTI-MODAL VEHICLES**

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.105     | 1          | 4746     | 0.084     | 1        | 4746     | 0.189     |
| 07:00 - 08:00 | 12       | 2953     | 1.123     | 12         | 2953     | 0.587     | 12       | 2953     | 1.710     |
| 08:00 - 09:00 | 12       | 2953     | 3.189     | 12         | 2953     | 2.255     | 12       | 2953     | 5.444     |
| 09:00 - 10:00 | 12       | 2953     | 4.721     | 12         | 2953     | 4.095     | 12       | 2953     | 8.816     |
| 10:00 - 11:00 | 12       | 2953     | 5.864     | 12         | 2953     | 5.221     | 12       | 2953     | 11.085    |
| 11:00 - 12:00 | 12       | 2953     | 6.039     | 12         | 2953     | 5.923     | 12       | 2953     | 11.962    |
| 12:00 - 13:00 | 12       | 2953     | 6.067     | 12         | 2953     | 6.270     | 12       | 2953     | 12.337    |
| 13:00 - 14:00 | 12       | 2953     | 6.324     | 12         | 2953     | 5.785     | 12       | 2953     | 12.109    |
| 14:00 - 15:00 | 12       | 2953     | 6.067     | 12         | 2953     | 6.036     | 12       | 2953     | 12.103    |
| 15:00 - 16:00 | 12       | 2953     | 5.819     | 12         | 2953     | 5.540     | 12       | 2953     | 11.359    |
| 16:00 - 17:00 | 12       | 2953     | 5.788     | 12         | 2953     | 5.836     | 12       | 2953     | 11.624    |
| 17:00 - 18:00 | 12       | 2953     | 5.359     | 12         | 2953     | 6.025     | 12       | 2953     | 11.384    |
| 18:00 - 19:00 | 12       | 2953     | 4.244     | 12         | 2953     | 5.218     | 12       | 2953     | 9.462     |
| 19:00 - 20:00 | 12       | 2953     | 3.076     | 12         | 2953     | 3.889     | 12       | 2953     | 6.965     |
| 20:00 - 21:00 | 11       | 2923     | 1.611     | 11         | 2923     | 2.180     | 11       | 2923     | 3.791     |
| 21:00 - 22:00 | 11       | 2923     | 0.647     | 11         | 2923     | 1.151     | 11       | 2923     | 1.798     |
| 22:00 - 23:00 | 2        | 3523     | 0.043     | 2          | 3523     | 0.170     | 2        | 3523     | 0.213     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 66.086    |            |          | 66.265    |          |          | 132.351   |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

**Parameter summary**

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.000     | 1          | 4746     | 0.000     | 1        | 4746     | 0.000     |
| 07:00 - 08:00 | 12       | 2953     | 0.011     | 12         | 2953     | 0.003     | 12       | 2953     | 0.014     |
| 08:00 - 09:00 | 12       | 2953     | 0.014     | 12         | 2953     | 0.020     | 12       | 2953     | 0.034     |
| 09:00 - 10:00 | 12       | 2953     | 0.040     | 12         | 2953     | 0.037     | 12       | 2953     | 0.077     |
| 10:00 - 11:00 | 12       | 2953     | 0.082     | 12         | 2953     | 0.071     | 12       | 2953     | 0.153     |
| 11:00 - 12:00 | 12       | 2953     | 0.107     | 12         | 2953     | 0.096     | 12       | 2953     | 0.203     |
| 12:00 - 13:00 | 12       | 2953     | 0.087     | 12         | 2953     | 0.068     | 12       | 2953     | 0.155     |
| 13:00 - 14:00 | 12       | 2953     | 0.093     | 12         | 2953     | 0.090     | 12       | 2953     | 0.183     |
| 14:00 - 15:00 | 12       | 2953     | 0.082     | 12         | 2953     | 0.107     | 12       | 2953     | 0.189     |
| 15:00 - 16:00 | 12       | 2953     | 0.085     | 12         | 2953     | 0.068     | 12       | 2953     | 0.153     |
| 16:00 - 17:00 | 12       | 2953     | 0.073     | 12         | 2953     | 0.079     | 12       | 2953     | 0.152     |
| 17:00 - 18:00 | 12       | 2953     | 0.079     | 12         | 2953     | 0.068     | 12       | 2953     | 0.147     |
| 18:00 - 19:00 | 12       | 2953     | 0.059     | 12         | 2953     | 0.082     | 12       | 2953     | 0.141     |
| 19:00 - 20:00 | 12       | 2953     | 0.040     | 12         | 2953     | 0.051     | 12       | 2953     | 0.091     |
| 20:00 - 21:00 | 11       | 2923     | 0.022     | 11         | 2923     | 0.037     | 11       | 2923     | 0.059     |
| 21:00 - 22:00 | 11       | 2923     | 0.019     | 11         | 2923     | 0.019     | 11       | 2923     | 0.038     |
| 22:00 - 23:00 | 2        | 3523     | 0.014     | 2          | 3523     | 0.014     | 2        | 3523     | 0.028     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.907     |            |          | 0.910     |          |          | 1.817     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

|                                          |                         |
|------------------------------------------|-------------------------|
| Trip rate parameter range selected:      | 800 - 5000 (units: sqm) |
| Survey date range:                       | 01/01/07 - 19/07/13     |
| Number of weekdays (Monday-Friday):      | 5                       |
| Number of Saturdays:                     | 7                       |
| Number of Sundays:                       | 0                       |
| Surveys manually removed from selection: | 1                       |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.021     | 1          | 4746     | 0.042     | 1        | 4746     | 0.063     |
| 07:00 - 08:00 | 12       | 2953     | 0.062     | 12         | 2953     | 0.042     | 12       | 2953     | 0.104     |
| 08:00 - 09:00 | 12       | 2953     | 0.028     | 12         | 2953     | 0.048     | 12       | 2953     | 0.076     |
| 09:00 - 10:00 | 12       | 2953     | 0.017     | 12         | 2953     | 0.014     | 12       | 2953     | 0.031     |
| 10:00 - 11:00 | 12       | 2953     | 0.014     | 12         | 2953     | 0.014     | 12       | 2953     | 0.028     |
| 11:00 - 12:00 | 12       | 2953     | 0.014     | 12         | 2953     | 0.017     | 12       | 2953     | 0.031     |
| 12:00 - 13:00 | 12       | 2953     | 0.020     | 12         | 2953     | 0.017     | 12       | 2953     | 0.037     |
| 13:00 - 14:00 | 12       | 2953     | 0.008     | 12         | 2953     | 0.025     | 12       | 2953     | 0.033     |
| 14:00 - 15:00 | 12       | 2953     | 0.006     | 12         | 2953     | 0.000     | 12       | 2953     | 0.006     |
| 15:00 - 16:00 | 12       | 2953     | 0.011     | 12         | 2953     | 0.008     | 12       | 2953     | 0.019     |
| 16:00 - 17:00 | 12       | 2953     | 0.008     | 12         | 2953     | 0.011     | 12       | 2953     | 0.019     |
| 17:00 - 18:00 | 12       | 2953     | 0.008     | 12         | 2953     | 0.014     | 12       | 2953     | 0.022     |
| 18:00 - 19:00 | 12       | 2953     | 0.014     | 12         | 2953     | 0.006     | 12       | 2953     | 0.020     |
| 19:00 - 20:00 | 12       | 2953     | 0.011     | 12         | 2953     | 0.011     | 12       | 2953     | 0.022     |
| 20:00 - 21:00 | 11       | 2923     | 0.003     | 11         | 2923     | 0.006     | 11       | 2923     | 0.009     |
| 21:00 - 22:00 | 11       | 2923     | 0.000     | 11         | 2923     | 0.003     | 11       | 2923     | 0.003     |
| 22:00 - 23:00 | 2        | 3523     | 0.014     | 2          | 3523     | 0.014     | 2        | 3523     | 0.028     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.259     |            |          | 0.292     |          |          | 0.551     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.000     | 1          | 4746     | 0.000     | 1        | 4746     | 0.000     |
| 07:00 - 08:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 08:00 - 09:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 09:00 - 10:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 10:00 - 11:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 11:00 - 12:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 12:00 - 13:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 13:00 - 14:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 14:00 - 15:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 15:00 - 16:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 16:00 - 17:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 17:00 - 18:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 18:00 - 19:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 19:00 - 20:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 20:00 - 21:00 | 11       | 2923     | 0.000     | 11         | 2923     | 0.000     | 11       | 2923     | 0.000     |
| 21:00 - 22:00 | 11       | 2923     | 0.000     | 11         | 2923     | 0.000     | 11       | 2923     | 0.000     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.000     | 2        | 3523     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.000     |            |          | 0.000     |          |          | 0.000     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

|                                          |                         |
|------------------------------------------|-------------------------|
| Trip rate parameter range selected:      | 800 - 5000 (units: sqm) |
| Survey date range:                       | 01/01/07 - 19/07/13     |
| Number of weekdays (Monday-Friday):      | 5                       |
| Number of Saturdays:                     | 7                       |
| Number of Sundays:                       | 0                       |
| Surveys manually removed from selection: | 1                       |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.000     | 1          | 4746     | 0.000     | 1        | 4746     | 0.000     |
| 07:00 - 08:00 | 12       | 2953     | 0.090     | 12         | 2953     | 0.040     | 12       | 2953     | 0.130     |
| 08:00 - 09:00 | 12       | 2953     | 0.158     | 12         | 2953     | 0.119     | 12       | 2953     | 0.277     |
| 09:00 - 10:00 | 12       | 2953     | 0.226     | 12         | 2953     | 0.186     | 12       | 2953     | 0.412     |
| 10:00 - 11:00 | 12       | 2953     | 0.209     | 12         | 2953     | 0.229     | 12       | 2953     | 0.438     |
| 11:00 - 12:00 | 12       | 2953     | 0.234     | 12         | 2953     | 0.268     | 12       | 2953     | 0.502     |
| 12:00 - 13:00 | 12       | 2953     | 0.313     | 12         | 2953     | 0.302     | 12       | 2953     | 0.615     |
| 13:00 - 14:00 | 12       | 2953     | 0.330     | 12         | 2953     | 0.293     | 12       | 2953     | 0.623     |
| 14:00 - 15:00 | 12       | 2953     | 0.246     | 12         | 2953     | 0.271     | 12       | 2953     | 0.517     |
| 15:00 - 16:00 | 12       | 2953     | 0.274     | 12         | 2953     | 0.226     | 12       | 2953     | 0.500     |
| 16:00 - 17:00 | 12       | 2953     | 0.333     | 12         | 2953     | 0.347     | 12       | 2953     | 0.680     |
| 17:00 - 18:00 | 12       | 2953     | 0.293     | 12         | 2953     | 0.308     | 12       | 2953     | 0.601     |
| 18:00 - 19:00 | 12       | 2953     | 0.189     | 12         | 2953     | 0.271     | 12       | 2953     | 0.460     |
| 19:00 - 20:00 | 12       | 2953     | 0.099     | 12         | 2953     | 0.087     | 12       | 2953     | 0.186     |
| 20:00 - 21:00 | 11       | 2923     | 0.053     | 11         | 2923     | 0.081     | 11       | 2923     | 0.134     |
| 21:00 - 22:00 | 11       | 2923     | 0.016     | 11         | 2923     | 0.031     | 11       | 2923     | 0.047     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.014     | 2        | 3523     | 0.014     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 3.063     |            |          | 3.073     |          |          | 6.136     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
**MULTI-MODAL VEHICLE OCCUPANTS**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.169     | 1          | 4746     | 0.105     | 1        | 4746     | 0.274     |
| 07:00 - 08:00 | 12       | 2953     | 1.292     | 12         | 2953     | 0.674     | 12       | 2953     | 1.966     |
| 08:00 - 09:00 | 12       | 2953     | 3.939     | 12         | 2953     | 2.712     | 12       | 2953     | 6.651     |
| 09:00 - 10:00 | 12       | 2953     | 6.163     | 12         | 2953     | 5.238     | 12       | 2953     | 11.401    |
| 10:00 - 11:00 | 12       | 2953     | 8.023     | 12         | 2953     | 7.007     | 12       | 2953     | 15.030    |
| 11:00 - 12:00 | 12       | 2953     | 8.432     | 12         | 2953     | 8.125     | 12       | 2953     | 16.557    |
| 12:00 - 13:00 | 12       | 2953     | 8.720     | 12         | 2953     | 8.686     | 12       | 2953     | 17.406    |
| 13:00 - 14:00 | 12       | 2953     | 9.008     | 12         | 2953     | 8.158     | 12       | 2953     | 17.166    |
| 14:00 - 15:00 | 12       | 2953     | 8.672     | 12         | 2953     | 8.807     | 12       | 2953     | 17.479    |
| 15:00 - 16:00 | 12       | 2953     | 8.570     | 12         | 2953     | 8.093     | 12       | 2953     | 16.663    |
| 16:00 - 17:00 | 12       | 2953     | 8.110     | 12         | 2953     | 8.401     | 12       | 2953     | 16.511    |
| 17:00 - 18:00 | 12       | 2953     | 7.264     | 12         | 2953     | 8.424     | 12       | 2953     | 15.688    |
| 18:00 - 19:00 | 12       | 2953     | 5.988     | 12         | 2953     | 7.250     | 12       | 2953     | 13.238    |
| 19:00 - 20:00 | 12       | 2953     | 4.383     | 12         | 2953     | 5.593     | 12       | 2953     | 9.976     |
| 20:00 - 21:00 | 11       | 2923     | 2.220     | 11         | 2923     | 3.122     | 11       | 2923     | 5.342     |
| 21:00 - 22:00 | 11       | 2923     | 0.753     | 11         | 2923     | 1.564     | 11       | 2923     | 2.317     |
| 22:00 - 23:00 | 2        | 3523     | 0.043     | 2          | 3523     | 0.185     | 2        | 3523     | 0.228     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 91.749    |            |          | 92.144    |          |          | 183.893   |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
**MULTI-MODAL PEDESTRIANS**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.021     | 1          | 4746     | 0.000     | 1        | 4746     | 0.021     |
| 07:00 - 08:00 | 12       | 2953     | 0.587     | 12         | 2953     | 0.319     | 12       | 2953     | 0.906     |
| 08:00 - 09:00 | 12       | 2953     | 1.515     | 12         | 2953     | 1.439     | 12       | 2953     | 2.954     |
| 09:00 - 10:00 | 12       | 2953     | 2.100     | 12         | 2953     | 1.953     | 12       | 2953     | 4.053     |
| 10:00 - 11:00 | 12       | 2953     | 2.692     | 12         | 2953     | 2.537     | 12       | 2953     | 5.229     |
| 11:00 - 12:00 | 12       | 2953     | 3.209     | 12         | 2953     | 3.231     | 12       | 2953     | 6.440     |
| 12:00 - 13:00 | 12       | 2953     | 3.821     | 12         | 2953     | 3.939     | 12       | 2953     | 7.760     |
| 13:00 - 14:00 | 12       | 2953     | 3.578     | 12         | 2953     | 3.680     | 12       | 2953     | 7.258     |
| 14:00 - 15:00 | 12       | 2953     | 2.915     | 12         | 2953     | 2.904     | 12       | 2953     | 5.819     |
| 15:00 - 16:00 | 12       | 2953     | 2.816     | 12         | 2953     | 2.712     | 12       | 2953     | 5.528     |
| 16:00 - 17:00 | 12       | 2953     | 3.011     | 12         | 2953     | 3.336     | 12       | 2953     | 6.347     |
| 17:00 - 18:00 | 12       | 2953     | 3.175     | 12         | 2953     | 3.223     | 12       | 2953     | 6.398     |
| 18:00 - 19:00 | 12       | 2953     | 1.967     | 12         | 2953     | 2.052     | 12       | 2953     | 4.019     |
| 19:00 - 20:00 | 12       | 2953     | 1.137     | 12         | 2953     | 1.580     | 12       | 2953     | 2.717     |
| 20:00 - 21:00 | 11       | 2923     | 0.712     | 11         | 2923     | 1.026     | 11       | 2923     | 1.738     |
| 21:00 - 22:00 | 11       | 2923     | 0.386     | 11         | 2923     | 0.438     | 11       | 2923     | 0.824     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.085     | 2        | 3523     | 0.085     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 33.642    |            |          | 34.454    |          |          | 68.096    |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
**MULTI-MODAL BUS/TRAM PASSENGERS**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.021     | 1          | 4746     | 0.000     | 1        | 4746     | 0.021     |
| 07:00 - 08:00 | 12       | 2953     | 0.076     | 12         | 2953     | 0.065     | 12       | 2953     | 0.141     |
| 08:00 - 09:00 | 12       | 2953     | 0.327     | 12         | 2953     | 0.231     | 12       | 2953     | 0.558     |
| 09:00 - 10:00 | 12       | 2953     | 0.612     | 12         | 2953     | 0.293     | 12       | 2953     | 0.905     |
| 10:00 - 11:00 | 12       | 2953     | 0.816     | 12         | 2953     | 0.612     | 12       | 2953     | 1.428     |
| 11:00 - 12:00 | 12       | 2953     | 0.883     | 12         | 2953     | 0.934     | 12       | 2953     | 1.817     |
| 12:00 - 13:00 | 12       | 2953     | 0.982     | 12         | 2953     | 0.765     | 12       | 2953     | 1.747     |
| 13:00 - 14:00 | 12       | 2953     | 0.926     | 12         | 2953     | 0.903     | 12       | 2953     | 1.829     |
| 14:00 - 15:00 | 12       | 2953     | 0.742     | 12         | 2953     | 0.722     | 12       | 2953     | 1.464     |
| 15:00 - 16:00 | 12       | 2953     | 0.711     | 12         | 2953     | 0.751     | 12       | 2953     | 1.462     |
| 16:00 - 17:00 | 12       | 2953     | 0.660     | 12         | 2953     | 0.703     | 12       | 2953     | 1.363     |
| 17:00 - 18:00 | 12       | 2953     | 0.593     | 12         | 2953     | 0.697     | 12       | 2953     | 1.290     |
| 18:00 - 19:00 | 12       | 2953     | 0.499     | 12         | 2953     | 0.550     | 12       | 2953     | 1.049     |
| 19:00 - 20:00 | 12       | 2953     | 0.183     | 12         | 2953     | 0.282     | 12       | 2953     | 0.465     |
| 20:00 - 21:00 | 11       | 2923     | 0.118     | 11         | 2923     | 0.155     | 11       | 2923     | 0.273     |
| 21:00 - 22:00 | 11       | 2923     | 0.028     | 11         | 2923     | 0.044     | 11       | 2923     | 0.072     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.000     | 2        | 3523     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 8.177     |            |          | 7.707     |          |          | 15.884    |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
**MULTI-MODAL TOTAL RAIL PASSENGERS**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.000     | 1          | 4746     | 0.000     | 1        | 4746     | 0.000     |
| 07:00 - 08:00 | 12       | 2953     | 0.023     | 12         | 2953     | 0.020     | 12       | 2953     | 0.043     |
| 08:00 - 09:00 | 12       | 2953     | 0.107     | 12         | 2953     | 0.017     | 12       | 2953     | 0.124     |
| 09:00 - 10:00 | 12       | 2953     | 0.045     | 12         | 2953     | 0.006     | 12       | 2953     | 0.051     |
| 10:00 - 11:00 | 12       | 2953     | 0.006     | 12         | 2953     | 0.014     | 12       | 2953     | 0.020     |
| 11:00 - 12:00 | 12       | 2953     | 0.023     | 12         | 2953     | 0.034     | 12       | 2953     | 0.057     |
| 12:00 - 13:00 | 12       | 2953     | 0.068     | 12         | 2953     | 0.011     | 12       | 2953     | 0.079     |
| 13:00 - 14:00 | 12       | 2953     | 0.133     | 12         | 2953     | 0.011     | 12       | 2953     | 0.144     |
| 14:00 - 15:00 | 12       | 2953     | 0.011     | 12         | 2953     | 0.014     | 12       | 2953     | 0.025     |
| 15:00 - 16:00 | 12       | 2953     | 0.054     | 12         | 2953     | 0.020     | 12       | 2953     | 0.074     |
| 16:00 - 17:00 | 12       | 2953     | 0.040     | 12         | 2953     | 0.020     | 12       | 2953     | 0.060     |
| 17:00 - 18:00 | 12       | 2953     | 0.085     | 12         | 2953     | 0.056     | 12       | 2953     | 0.141     |
| 18:00 - 19:00 | 12       | 2953     | 0.141     | 12         | 2953     | 0.028     | 12       | 2953     | 0.169     |
| 19:00 - 20:00 | 12       | 2953     | 0.096     | 12         | 2953     | 0.020     | 12       | 2953     | 0.116     |
| 20:00 - 21:00 | 11       | 2923     | 0.019     | 11         | 2923     | 0.016     | 11       | 2923     | 0.035     |
| 21:00 - 22:00 | 11       | 2923     | 0.003     | 11         | 2923     | 0.003     | 11       | 2923     | 0.006     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.000     | 2        | 3523     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.854     |            |          | 0.290     |          |          | 1.144     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
**MULTI-MODAL COACH PASSENGERS**  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.000     | 1          | 4746     | 0.000     | 1        | 4746     | 0.000     |
| 07:00 - 08:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 08:00 - 09:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 09:00 - 10:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 10:00 - 11:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 11:00 - 12:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 12:00 - 13:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 13:00 - 14:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 14:00 - 15:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 15:00 - 16:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 16:00 - 17:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 17:00 - 18:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 18:00 - 19:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 19:00 - 20:00 | 12       | 2953     | 0.000     | 12         | 2953     | 0.000     | 12       | 2953     | 0.000     |
| 20:00 - 21:00 | 11       | 2923     | 0.000     | 11         | 2923     | 0.000     | 11       | 2923     | 0.000     |
| 21:00 - 22:00 | 11       | 2923     | 0.000     | 11         | 2923     | 0.000     | 11       | 2923     | 0.000     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.000     | 2        | 3523     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.000     |            |          | 0.000     |          |          | 0.000     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE  
 MULTI-MODAL PUBLIC TRANSPORT USERS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.021     | 1          | 4746     | 0.000     | 1        | 4746     | 0.021     |
| 07:00 - 08:00 | 12       | 2953     | 0.099     | 12         | 2953     | 0.085     | 12       | 2953     | 0.184     |
| 08:00 - 09:00 | 12       | 2953     | 0.435     | 12         | 2953     | 0.248     | 12       | 2953     | 0.683     |
| 09:00 - 10:00 | 12       | 2953     | 0.658     | 12         | 2953     | 0.299     | 12       | 2953     | 0.957     |
| 10:00 - 11:00 | 12       | 2953     | 0.821     | 12         | 2953     | 0.626     | 12       | 2953     | 1.447     |
| 11:00 - 12:00 | 12       | 2953     | 0.906     | 12         | 2953     | 0.968     | 12       | 2953     | 1.874     |
| 12:00 - 13:00 | 12       | 2953     | 1.050     | 12         | 2953     | 0.776     | 12       | 2953     | 1.826     |
| 13:00 - 14:00 | 12       | 2953     | 1.058     | 12         | 2953     | 0.914     | 12       | 2953     | 1.972     |
| 14:00 - 15:00 | 12       | 2953     | 0.753     | 12         | 2953     | 0.737     | 12       | 2953     | 1.490     |
| 15:00 - 16:00 | 12       | 2953     | 0.765     | 12         | 2953     | 0.770     | 12       | 2953     | 1.535     |
| 16:00 - 17:00 | 12       | 2953     | 0.700     | 12         | 2953     | 0.722     | 12       | 2953     | 1.422     |
| 17:00 - 18:00 | 12       | 2953     | 0.677     | 12         | 2953     | 0.753     | 12       | 2953     | 1.430     |
| 18:00 - 19:00 | 12       | 2953     | 0.641     | 12         | 2953     | 0.579     | 12       | 2953     | 1.220     |
| 19:00 - 20:00 | 12       | 2953     | 0.279     | 12         | 2953     | 0.302     | 12       | 2953     | 0.581     |
| 20:00 - 21:00 | 11       | 2923     | 0.137     | 11         | 2923     | 0.171     | 11       | 2923     | 0.308     |
| 21:00 - 22:00 | 11       | 2923     | 0.031     | 11         | 2923     | 0.047     | 11       | 2923     | 0.078     |
| 22:00 - 23:00 | 2        | 3523     | 0.000     | 2          | 3523     | 0.000     | 2        | 3523     | 0.000     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 9.031     |            |          | 7.997     |          |          | 17.028    |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

Trip rate parameter range selected: 800 - 5000 (units: sqm)  
 Survey date range: 01/01/07 - 19/07/13  
 Number of weekdays (Monday-Friday): 5  
 Number of Saturdays: 7  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 4746     | 0.211     | 1          | 4746     | 0.105     | 1        | 4746     | 0.316     |
| 07:00 - 08:00 | 12       | 2953     | 2.069     | 12         | 2953     | 1.118     | 12       | 2953     | 3.187     |
| 08:00 - 09:00 | 12       | 2953     | 6.048     | 12         | 2953     | 4.518     | 12       | 2953     | 10.566    |
| 09:00 - 10:00 | 12       | 2953     | 9.146     | 12         | 2953     | 7.676     | 12       | 2953     | 16.822    |
| 10:00 - 11:00 | 12       | 2953     | 11.745    | 12         | 2953     | 10.399    | 12       | 2953     | 22.144    |
| 11:00 - 12:00 | 12       | 2953     | 12.781    | 12         | 2953     | 12.592    | 12       | 2953     | 25.373    |
| 12:00 - 13:00 | 12       | 2953     | 13.904    | 12         | 2953     | 13.704    | 12       | 2953     | 27.608    |
| 13:00 - 14:00 | 12       | 2953     | 13.974    | 12         | 2953     | 13.046    | 12       | 2953     | 27.020    |
| 14:00 - 15:00 | 12       | 2953     | 12.586    | 12         | 2953     | 12.719    | 12       | 2953     | 25.305    |
| 15:00 - 16:00 | 12       | 2953     | 12.425    | 12         | 2953     | 11.802    | 12       | 2953     | 24.227    |
| 16:00 - 17:00 | 12       | 2953     | 12.154    | 12         | 2953     | 12.806    | 12       | 2953     | 24.960    |
| 17:00 - 18:00 | 12       | 2953     | 11.409    | 12         | 2953     | 12.707    | 12       | 2953     | 24.116    |
| 18:00 - 19:00 | 12       | 2953     | 8.785     | 12         | 2953     | 10.151    | 12       | 2953     | 18.936    |
| 19:00 - 20:00 | 12       | 2953     | 5.898     | 12         | 2953     | 7.563     | 12       | 2953     | 13.461    |
| 20:00 - 21:00 | 11       | 2923     | 3.122     | 11         | 2923     | 4.400     | 11       | 2923     | 7.522     |
| 21:00 - 22:00 | 11       | 2923     | 1.185     | 11         | 2923     | 2.080     | 11       | 2923     | 3.265     |
| 22:00 - 23:00 | 2        | 3523     | 0.043     | 2          | 3523     | 0.284     | 2        | 3523     | 0.327     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 137.485  |           |            | 137.670  |           |          | 275.155  |           |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

#### Parameter summary

|                                          |                         |
|------------------------------------------|-------------------------|
| Trip rate parameter range selected:      | 800 - 5000 (units: sqm) |
| Survey date range:                       | 01/01/07 - 19/07/13     |
| Number of weekdays (Monday-Friday):      | 5                       |
| Number of Saturdays:                     | 7                       |
| Number of Sundays:                       | 0                       |
| Surveys manually removed from selection: | 1                       |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.